

# THE BEAR, UNCLE SAM'S STOUT ROVER OF THE NORTHERN OCEAN, STEAMS SOUTH AGAIN, AFTER ROMANTIC QUEST IN THE ARCTIC

## Her Latest Errand of Adventure Was to Find the Lost Stone Which Marked Limit of the Blossom's Cruise in 1826

By DONALD A. CRAIG.

Special Dispatch to The New York Herald.

NEW YORK, Sept. 7.—The Blossom, the most famous of all her exploits, the Greenland expedition in the long remembered winter of 1897-98. Several hundred starving men from wrecked whaling vessels thought they were seeing ghosts when three officers of the Bear walked into their camp with succor after a fifteen hundred mile trip across the ice fields and snow covered mountains.

The story is continued by Commander Cochran as follows: "It was not practicable until Monday, July 11, for Capt. J. T. Watkins of the United States Coast and Geodetic Survey to go on the shore to make his observations. In the meantime, I consulted with the Master of the Maud (about ice conditions, etc.) and made arrangements for taking her in tow. There were received on board at this time C. K. Larson and Sam Malsegson, shipwrecked mariners from the American schooner Gertrude, wrecked at Emma town, the south side of East Cape, with a view to giving them transportation to Nome."

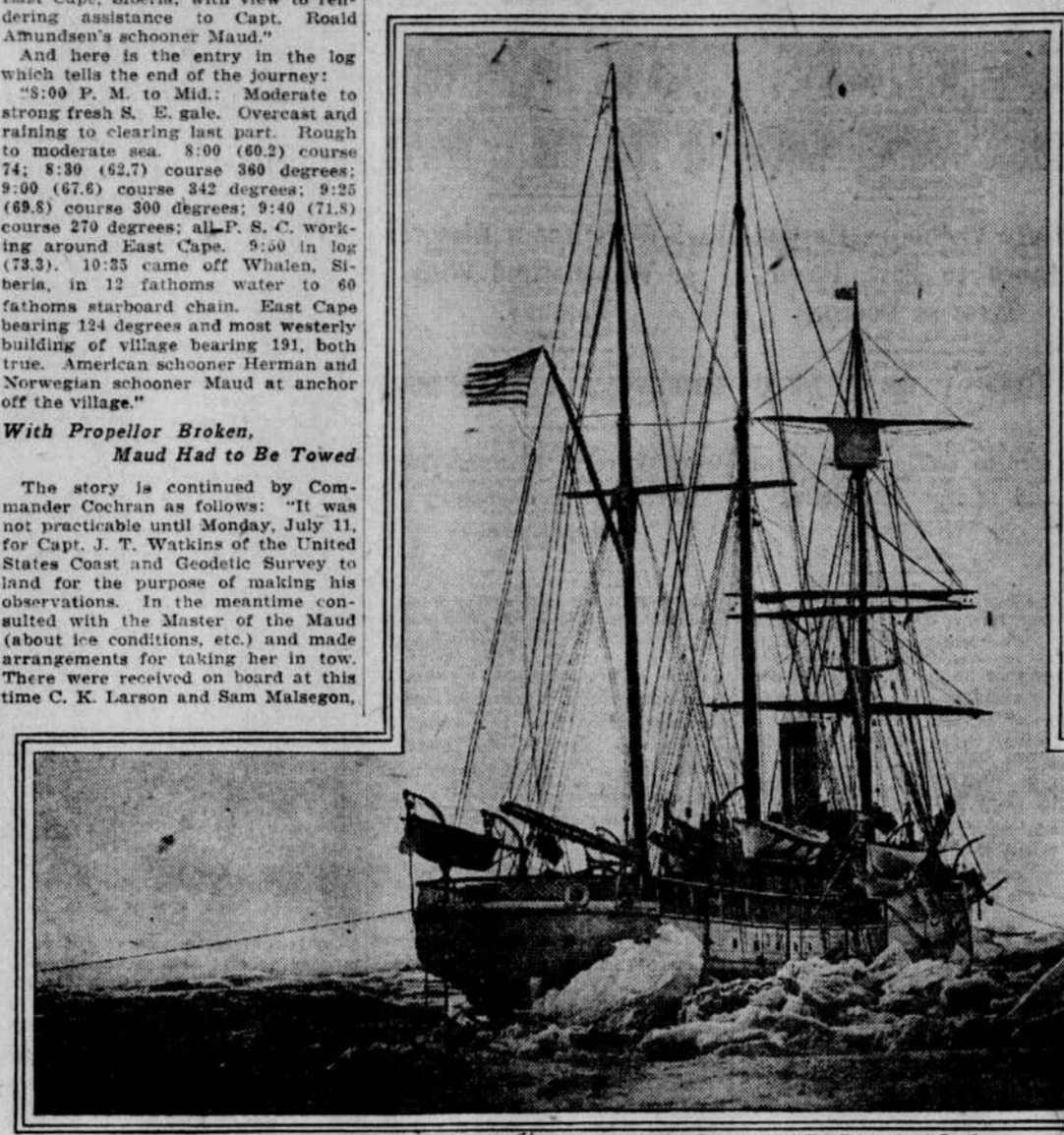
"At 1:11 P. M. of July 12 got under way with the Maud in tow and proceeded to the eastward and through Bering Straits to the southward until morning of 14th, when the Maud was cast off and given her position by international code signal. Orders directing the Maud to proceed under sail to Dutch Harbor, where it was expected a relief vessel would be sent to her assistance from Seattle, had previously been received by radio from the agents of Captain Amundsen at Seattle."

The reason the Maud had to be towed through Bering Straits was that there is a strong northward current at that season of the year through the straits, and with her propeller out of use, she could make no headway to the south with only her sails. Once through the straits she could sail to Dutch Harbor without further assistance.

After the rescue of Amundsen's ship, the Bear sailed back northward again, and passing through Bering Strait, went on her usual cruise eastward to Point Barrow. But on that occasion she continued farther to the eastward than any Government ship had been for many years, reaching the boundary line between Alaska and the Dominion of Canada. Her log every here and there contains references to heavy ice.

No story of the Bear should overlook the remarkable exploit of three of her officers in the winter of 1897-98 already mentioned at the beginning of this article. Capt. Francis Tuttle, the commanding officer of the Bear on that occasion and the man who issued the orders for the expedition and finally picked up the intrepid men who

## PERILS OF FROZEN SEAS



THE BEAR IN THE ICE NEAR POINT BARROW, ALASKA.

successfully carried it through and the marooned men, whose lives they had saved, were in retirement near Seattle. The men who made the almost impossible overland journey, which is still talked about by old-timers in Alaska, are all dead—First Lieutenant D. J. Jarvis, Commander of the Overland Relief Expedition; Second Lieutenant E. P. Berthoff, afterward commandant of the Coast Guard in Washington and later known well in New York as one of the vice-presidents of the American Bureau of Shipping; and Surgeon S. J. Call.

"The danger was imminent and serious," to quote from the official account, "and the necessity for relief so urgent that the President (McKinley) immediately ordered an expedition to be fitted out. Little hope was held out by those experienced in work in the Arctic regions that anything could be accomplished by an expedition in the winter season, but by order of the President and under the direction of Hon. Lyman J. Gage, Secretary of the Treasury, the United States Revenue Cutter Bear was prepared for the expedition by the Chief of the Revenue Cutter Service."

"The plan of the expedition was drawn, and the whole, placed under the command of Capt. Francis Tuttle, R. C. S., whose experience and ability especially fitted him for such a command. The officers and crew were all volunteers and, although the Bear had just returned from a six months' cruise in Arctic waters, she was prepared, fitted out,

I will quote from different places in Lieut. Jarvis's own written account of the trip, based on his diary. It is necessary to add that the schooners whose crews were saved by the Coast Guard men were the Rosario, Newport, Fearless, Jeanie Navarch, and Belvedere, which were found frozen in or wrecked in the ice near Point Barrow. The Wanderer was far to the eastward, but word had been received that she was not in need of food.

Lieutenants Jarvis and Berthoff and Surgeon Call went ashore from the Bear at Cape Vancouver on December 16, 1897 and immediately began their terrible overland journey. I begin to quote from the diary of Lieutenant Jarvis in January, which tells of delays caused by terrific gales. He continues:

## Fifteen Below Zero and a Blizzard Blowing

"January 17.—There was still no change in the weather, but bundling up as well as possible, and taking extra precautions for the protection of our faces, we started soon after daylight. Fifteen degrees below was at most more than one could stand in such a blizzard, but time was too precious, to lose any more of it, and as we had come into the country to travel, I felt we must get along somehow. It was all the deer could do to keep going ahead, and it required all our efforts to keep them from turning tail to the wind and going out to sea."

## Built Forty-eight Years Ago, She Began Her Career as a Dundee Whaler but Has Been a Revenue Cutter Since 1885

and we had to dig ourselves out in the morning. Our sleds this morning were completely buried, and dog harness, shovels, axes and the like had to be dug out of the drifts. In camping one must be careful of the few belongings and camp tools, for anything left outside at night is sure to be covered over in the morning if it is blowing. Fifteen degrees below was at most more than one could stand in such a blizzard, but time was too precious, to lose any more of it, and as we had come into the country to travel, I felt we must get along somehow. It was all the deer could do to keep going ahead, and it required all our efforts to keep them from turning tail to the wind and going out to sea."

"After supper and a smoke it was time to feed the dogs. The frozen meat was first chopped into small pieces, and Nekowrah and myself, armed with clubs, would undertake to see that all the dogs fared alike. It was a task, for I know of nothing so ravenous as a hard worked Eskimo dog, and with a pack of fifteen or twenty animals it took all of our time and attention to see that the larger dogs did not monopolize all the food. If a piece of meat was too large for a dog to swallow immediately another dog would have it out of his mouth and a general fight ensue, and then a liberal use of the clubs would be necessary to produce harmony in the pack."

"March 29 was a beautiful, clear morning, cold and sharp, but with a cloudless sky and little or no wind, and when we drew up at the settlement at Point Barrow it seemed as if nature was trying to make amends at last for the hardships which she had given us from Point Hope up the coast. Passing rapidly by the village, and by the old shanty where the men were quartered, we drew up at the house of the Cape Smythe Whaling and Trading Company, of which Mr. C. D. Brower was manager. The camp was not really at Point Barrow, but at Cape Smythe, about 9 miles below. Point Barrow itself is a low, narrow sand spit, with the native village of Nuuk at the extreme end of the point. At Cape Smythe is another large village, Ockkieavik, and as the land is higher than further north and good water is found the whaling stations established by the white men were located there. It is all known as Point Barrow to the outside world, and the distinction is only local. All the population came out to see us go by and wondered what strange outfit it was, and when we greeted Mr. Brower and some of the officers of the wrecked vessels whom we knew they were stunned, and it was some time before they could realize that we were flesh and blood. Some looked off to the south to see if there was no ship in sight, and others wanted to know if we had come up in a balloon. Though they had realized their dangerous situation last fall and had sent out Mr. Tilton and Mr. Walker for aid with the first opening of the ice they had not thought it possible for any one to reach them in the winter, and had not left their positions because so well known I think they would have doubted that we really did come in from the outside world."

"I first gave my attention to the quarters of the men in camp. At

# GIBBS PREDICTS RUIN FOR GERMANY IF SHE CANNOT END INFLATION

By SIR PHILIP GIBBS.

Special Cable to The New York Herald.

BERLIN, Sept. 2.—Germany is slipping rapidly into the deep pit of international bankruptcy. In Berlin, where I write this article, every German is panic stricken by the precipitous fall of the mark and asks what will happen to his country this winter. That question is answered not only by Germans but by British and American business men with one sinister word—revolution. By that they mean bread riots, social disorder and a tidal wave of anarchy impelled by the hungry masses. They see no way of escape from economic collapse and social upheaval, whatever happens, for Germany, by its own fault or not, has fallen into such a rotten financial condition that her diseases can only be cured by a remedy which would cause an immense amount of suffering.

That remedy—the only one—is to restrict the issue of paper money. For the last three years the German Government has met all her financial troubles by speeding up the printing presses to make notes. Her issue of these notes has reached figures beyond the imagination of ordinary mortals. They are astronomical figures reckoned in millions. For some time this inflation of paper money created the illusion of prosperity and enabled German manufacturers to compete at cut-throat prices in world markets. Cheap money prevented unemployment and gave a feverish stimulus to industry. But every time new issues of notes flooded Germany the value and purchasing power declined inside and outside the country. Prices rose, and to catch up with them wages had to be increased. Then began the whirling of a vicious circle. New notes were issued to pay increased wages and the cost of government. Again paper money decreased in value. Again

more was needed to buy the same amount of goods or service.

## A Financial Jazz With Paper Money

Again note issues multiplied. It became a mad dance, a financial jazz, round and round like a dog chasing its tail. Then the reality of economic laws challenged sanity. Germany has had to buy 38 per cent. of its grain supplies from abroad. She has had to buy from foreign countries raw material for clothing her people. She is buying 1,000,000 tons of coal weekly from England. She is buying meat from America. She cannot pay for these things in false paper money. Foreign exchanges reduce her marks to their true value, now standing as I write at about fourteen hundred to the dollar, nearly six thousand to the English pound. That means disaster of great magnitude.

So far this may be seen at Berlin. There are few signs of poverty anywhere, there is pleasure even in the restaurants, cafes, theaters and public places. The masses and middle class folk have this paper money to spend, and spend it with prodigal hands. It would be foolish to be thrifty, for what is the use of saving marks when from one day to another, their value drops like stones down a hill. It is better to spend quickly, to buy fast, before prices rise.

I reached Cologne one night when marks had fallen heavily in exchange rates. The railway station was crowded with humble folk, who had come back from country markets laden with foodstuffs, which they had bought before prices rose. Women, girls and young boys staggered down the platform under heavy burdens of potatoes, meat, cheese, pots, pans, wood and stuff for fires. In Berlin there was a wild rush to the big stores before prices were marked up again. They were marked up quickly. Foreigners, who swarm Berlin, are interested in the vultures who prey on the diseased body of the European nation.

rich tourists from America find Berlin a happy hunting ground. Increased prices, which hit Germans hard, mean nothing to them, for even if doubled and trebled they are still ridiculous in foreign exchange.

The other night I gave a dinner party at a good hotel to five friends. We had soup, fish, meat, ice, coffee and two bottles of Rhine wine. The little affair cost two dollars, with a handsome tip to the waiter. Taxi

drivers multiply the figures on their clocks fifty times in a few days. It will be eighty times, but even then one can drive a mile for fifty cents. Railway traveling costs next to nothing for foreigners whose money is good. I went yesterday to Wannsee, a beautiful lake eight miles from Berlin. It cost me, second class, four cents. American ladies in Berlin are buying fur coats at treasures, trinkets of all kinds at half and a third the price in New York, although they are charged three times as much as Germans.

But what about these prices for the Germans themselves? They are enormous, in spite of the rapid issue of paper money. A small roll of bread, ten marks; a cheap suit of clothes, 8,000 or 10,000 marks. The workman now gets an average wage of 1,500 to 2,000 marks weekly. How is he going to buy milk for his children, clothes for himself and family? It is not easy arithmetic, but somehow or other he must get out of his house a margin for amusement. Middle class folk these summer days are out in a swarm in the pleasure gardens like the Tiergarten in Berlin or the woods and lakes at Potsdam, Grunewald and Wannsee. The women are pretty and neatly dressed, the children are beautiful to see; they are certainly well fed and happy.

There is also visible wealth in Germany. The streets are crowded with splendid automobiles. The new rich are yachting, as I saw them yesterday, in a chain of lakes upon whose banks they have rural villas and lovely flower gardens. What poverty exists in Germany is hidden. People living on dividends and small fortunes before the war are now ruined because of the downfall of the mark. Young professionals, intellectuals, and writers of all kinds have to scrimp and scrape. I went home with one yesterday; he told me his class is stricken. That no doubt is true, but broadly speaking, I believe there is less distress at the moment in Germany than in England.

## Ruin Draws Close

And Ground Is Slipping

Nevertheless ruin stares Germany in the eyes and draws close. The ground is slipping beneath the highly organized and complicated industrial state. When the crash comes it will be colossal. For Germany is not self-sufficient and cannot be. She must import raw material in order to export manufactured goods, and the time has already come when she cannot buy

## MR. MITTEN'S ADVICE TO WAGE EARNERS

PRESIDENT T. E. MITTEN of the Philadelphia Rapid Transit Company, in a speech to the employees last Wednesday evening, had a word to say of the cooperative plan in force for ten years past and of the industrial outlook.

"Men and management have benefited largely by saving their money during wartime wages. Home owners and taxpayers now, with nearly \$2,000,000 in saving fund securities and 60,000 shares of 6 per cent. P. R. T. capital stock, par value \$3,000,000, representing in the beneficial and cooperative wage fund, we are well on our way to an industrial independence that will have been honestly earned and paid for by the sweat of our brow. Ten thousand men and women, their families and believing friends, are all set to go, with a settled purpose founded on a deep set belief in the fairness of man and a determination to return to the America of our forefathers." He continued:

"America is in the throes of acute industrial indigestion and the influx of time extravaganzas and the influx of too many foreign malcontents. This makes for the present unrest, which makes for the loyalty and broad minded patriotism of a Washington, with the force of a Roosevelt."

"America has held open the door to immigration, unchecked, until too many troublemakers from abroad have come here and combined to destroy the American Government, with which,

## HOLIDAYS ARE MANY FOR THE TRAVELER

THE following calendar of bank and public holidays which will be celebrated in September in the States and countries and on the dates enumerated below is furnished by the Guaranty Trust Company of New York:

Monday, September 4—Perseia (Eleventh day of Moharrem). In the United States: Every State in the Union and the District of Columbia; also in Alaska, Hawaii and Porto Rico (Labor Day).

Tuesday, September 5—Brazil (State of Amazonas; commemorating notable event in State or municipal history). In the United States: Nevada (primary election day) and Yukon Territory (Labor Day).

Wednesday, September 6—Dominion of Newfoundland (Labor Day).

Thursday, September 7—Brazil (Independence Day).

Friday, September 8—Austria, Bolivia, Brazil, Canary Islands, Fernando Po, Lithuania and Spain (half holiday; Nativity).

Saturday, September 9—California (Admission Day).

Monday, September 11—Queensland (partial; Friendly Societies Day). In the United States: Maine (Election Day).

Tuesday, September 12—Maryland (Defenders Day).

Thursday, September 14—Nicaragua

## Beaver Culture a Means of Fur and Forest Production

Although the practicability of beaver farming has not been fully demonstrated, the United States Department of Agriculture believes that the business of raising beavers for their fur may develop, under proper control measures, into a profitable branch of fur farming.